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NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and address with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press—A.B.C. Code. P.O. Box 33. Telephone No. 12.

BIRTH.

On the 19th July, 1900, at 1, Seymour Terrace, the wife of E. W. MITCHELL, of a son. [2030]

The Daily Press.

HONGKONG, July 20th, 1900

SIR EDWARD SASSOON is to be congratulated on the persistence with which he keeps before the British public the very important subject of the unsatisfactory tariff still maintained by the Cable Companies between Europe and the Far East. If, he suggested, regularity of intercourse and rapidity and security in the exchange of wants and views were some of the chief links that drew together the home country and her dependencies, then those aims could not be better advanced than by binding the whole together by a well conceived scheme of telegraphic communication. This had been done so far as was possible at the time by the Companies, who at a critical period came forward to help the Government, and who had successfully solved the difficult problem. It did not seem to have been foreseen by the department specially concerned in granting the landing concessions material assistance, that a demand would inevitably arise for gradually cheapened tariffs. A reduction of all necessary charges incident to modern developments of commercial methods had become a vital necessity; and cable charges entered very largely into the "laying down costs of commodities." The Eastern Companies had entirely failed to see this side of the question and had been concerned in raising rather than reducing the cost of telegraphing. In judging of the

morality of this policy it should however not be forgotten that in the first instance the Companies were guaranteed a subsidy sufficient to secure them against loss, and it might reasonably have been anticipated that in framing their tariffs from time to time this fact would have been taken into consideration. It was true that the departments entrusted with the framing of the concessions had, in the first instance, failed to attach a proviso securing a gradual reduction in rates as profits increased; and that was a proviso that in future was unlikely to be omitted. Still, he thought that experience had pointed out that a reduction in rates was likely to prove advantageous to the Companies; and, as a shareholder in them as well as the spokesman of the Imperial Telegraph Committee in the House of Commons, he held that no reduction of less than 75 per cent. on present rates should be considered satisfactory, even if the Governments concerned had to guarantee a portion. We drew attention not long ago to the present financial position of the Companies, which indicated that even in their own interests a considerable reduction in rates was feasible, and this position is now supplemented by the action of the Companies with regard to the Australian lines. Sir EDWARD SASSOON points out, as evidence of this, that not only did the Companies benefit largely by the reductions that took place in 1886, but that the very hint of a Pacific Cable had a salutary effect, in addition to reducing the tariff to Australia, of inducing the Companies at their own risk to undertake the completion of another great link in the "all-the-world-round" British system of cables, by the construction of a length across the Indian Ocean. Still Sir EDWARD SASSOON from a close consideration of all the conditions had come to the deliberate conviction that for the future, from a political, no less than commercial point of view, the time had arrived that it was advisable that all submarine cables should be the property of the Government. One of the strongest arguments in favour of this view is afforded by the conduct of the Eastern Companies themselves. Notwithstanding that complaints deep and loud have been made of the extreme injury done to trade by the present scale of tariffs to India and the East generally, the prayers of their constituents were treated with silent contempt, or if an answer were vouchsafed it was to the effect that the Companies could not afford the proposed reduction without loss. The argument, if the premises were correct, was a conclusive one, as an inefficient service would in many respects be more unsatisfactory than a trustworthy one, even with high tariffs. This argument has however been shown to be untenable by the action of the Companies themselves; these very Companies, that could not afford to carry messages to India at lower rates than the present, are now, they tell us, prepared to carry messages to Australia at half the rates now charged to India; but they actually forward each of these messages to Bombay in the first instance, whence they have to find their way to Australia by a long and devious route. But they have, as we mentioned above, done far more, for they have discovered that they can actually afford to lay down for the benefit of their Australian constituents a deep-sea cable all the way from Mauritius to Western Australia. It is evident, even if we did not have the further light thrown on the subject by their published annual accounts, that the whole story was a mere subterfuge, and in addition to the arguments raised ineffectively hitherto, the Chambers of Commerce are now in possession of arguments, which did not we know of the unfriendly feelings displayed towards China by the Home Government, must be sufficient to obtain an alleviation of the unconscionable burden to which for so long we have had to submit. Under these circumstances it is satisfactory to read the confirmatory remarks of Sir HENRY FOWLER in summing up the discussion: "On the lowest ground, on the highest ground, and on every ground that could be suggested, it was of supreme importance to the interests of this country that our communications with India in every way, whether by the transit of goods, the transit of passengers, or by the facilities and economy of telegraphic communication, should be in daily touch with the home country. . . . A great Empire like ours, with colonies in every part of the globe, with our great possessions in Asia, America, and Australia, ought to have a communication of its own, under the control of its own Government, independent of all private companies, independent of all foreign nations. To have that would be a powerful element in its equipment for the defence of the Empire against whatever might happen." Sir HENRY FOWLER has earned for himself a reputation as an administrator, which is far above any party considerations, and his straightforward defence of the policy recommended by Sir EDWARD SASSOON cannot but be in the long run of extreme importance in the uphill struggle in which all British residents in China are engaged.

The full report of yesterday's meeting of the Sanitary Board will appear in Saturday's issue.

Captain G. H. Potts, of the Hongkong Volunteer Corps, started for the north yesterday afternoon.

During the 24 hours preceding noon yesterday there were reported only two fresh cases of plague and four deaths.

The two men charged with stowing away on the *Loongong*, which was bound for Manila, have been fined \$10 each, and the cook \$100 for aiding and abetting.

On Wednesday night a number of men armed with revolvers broke into a house in the Shatin district and stole property of the value of \$365. The matter was subsequently reported to the police, and early yesterday Inspector Macdonald arrested four men on suspicion.

Among the passengers who arrived by the P. & O. steamer *Coromandel* yesterday was Lieut. C. S. Peart, who joins the Chinese Expeditionary Force as Transport Officer. Lieut. Peart probably has been selected for the post owing to the fact that he has only recently returned from China, where he had spent ten months' leave.

At the Magistrate's yesterday a Chinaman was charged with being in unlawful possession of 13 piculs of sugar, valued at \$103. The man is the owner of a sloop-boat. At about nine o'clock on Wednesday night a Chinese constable who was patrolling in a boat saw a boat emerge from Stonecutter's Island with two men aboard. He went towards her to make an examination when the men jumped into the water and endeavoured to escape. One of the men got away, but the defendant was captured. He said he had brought the sugar from different boats. As it was in flour bags there were no means of tracing where it had come from. The case was adjourned.

The following are the details of the official career of Dr. Mann von Schwarzenstein, the new German Minister to China. He joined the Foreign Diplomatic Service (after having passed the examination in law and taken the degree) in 1885; he was appointed attaché to the German Embassy in Paris in 1887; Secretary to the Embassy in Washington from 1889 till 1922. In 1893 he was Secretary to the Legation at Bucharest. In 1894 on leave. From 1895 to 1899 clerk (Privy Counsellor of Legation) in the Foreign Office Berlin, Political Department; 1899, Envoy Extraordinary and Minister Plenipotentiary at Luxembourg, and during this appointment for six months, chargé d'affaires at Washington.

Early yesterday morning the Yammati launch which had been missing since Tuesday night was met returning to the Harbour by the No. 2 police launch. After leaving Praya Central for Yammati at half-past eight on Tuesday night no more was seen of her, and it was concluded that a party of 20 men booked together as passengers had cleared away with her. The launch was placed in charge of a lakong and taken to the Police Wharf at Kowloon. The crew reported that about ten minutes after the launch had left the 20 men in question took possession of her and made for the Canton River. Later on she came up with a junk, and after ransacking the latter the men cleared off in boats. The men had four girls with them and these also cleared away.

It is rather a remarkable coincidence, says the *London and China Express*, that the death of Lord Loch should have occurred just at the present moment, for it was in the troubled days immediately after the first taking of the Taku forts in 1890 that he nearly suffered martyrdom in China, and now he has died within a few days of the second capture of those forts. In the light of present events the story of his sufferings in China is a striking proof that China is just where she was forty years ago, that she has learned nothing and, after all, in the last resort, is amenable to no argument save that of force. The story of our early dealings with China is also a significant reminder of the part which Great Britain played in opening-up the provinces of the Middle Kingdom to Western trade. We are afraid this pioneer work is too often apt to be overlooked amid the conflicting ambitions of foreign Powers who have, to some extent at any rate, entered into our labours.

Pursuant to an order of the Court of Admiralty the Chinese junk *Fleur de Lotus*, was put up for public auction at Colombo on the 22nd June. The junk which left Hongkong in January last was towed into Colombo some months back by the Shell Line steamer *Chigwell* from Singapore, having been built to the order of a Frenchman who intended exhibiting her at the Paris Exposition. Messrs. Delmege, Forsyth & Co., the local agents of the Shell Line, preferred a claim of 1,000 dollars for towing the junk, but their owner could not settle it and left Colombo, and later on the crew deserted the vessel. The claim was brought before the Supreme Court, which is also the Colonial Court of Admiralty, and it was ordered to sell the vessel by auction. At the sale, however, there were only a very few persons present. The vessel was put up for sale by Mr. L. H. Ephraïms, auctioneer, and there were also present Mr. Jos. Grenier (Registrar of the Supreme Court), Mr. C. S. V. Morrison (representing Messrs. Delmege, Forsyth & Co.), the Hon. Mr. F. C. Lees and the Captain of the junk. The bidding started with £1,000 and the junk was purchased by Mr. Morrison, for Messrs. Syme & Co., of Singapore, for £1,100. The vessel has a fine collection of curios on board.

H.M.S. *Dido* left here yesterday for Shanghai.

The German Mail of the 14th June was delivered in London on the 16th instant.

The following appointment has been made at the Admiralty—Sergeant J. A. Keogh, R.A., M.B., to Hongkong Hospital, to date June 22.

The Chinese Regiment requires Colour-Sergeants, and a Military order was issued at Dover recently calling for volunteers. The pay equals £152 a year.

Mechanics from Clatham Dockyard were working overtime at the end of last month on the first-class cruiser *Argonaut*, in order to complete her for her departure for China at the earliest moment.

Lead has greatly increased in price as a result of the war in China, and there is said to be a combination of American and Japanese merchants to corner the article in view of the necessities of the occasion.—*Kobe Chronicle*.

We regret to hear that the Italian Lieutenant Carlotto, who was seriously wounded at Tientsin, has succumbed to his injuries. He was kindly tended by Messrs. Carlowitz and Co. but their care was of no avail.

It was reported from Calcutta on the 3rd that "Abnormal heat is interfering with the rapid preparation of transports for China. The workmen refuse to work; consequently, in many cases, the vessels will not be ready to sail on the dates fixed."

Lieutenant Hobson, U.S.N., who had arrived at Yokohama on his way home invalided, offered his services as Naval Constructor on hearing of the accident to the *Oregon*, and these being accepted, he has proceeded to Kure, where the vessel went for repairs.

The total number of foreign refugees arrived at Nagasaki from North China exceeded 600 on the 12th inst. Of the above 10 are at Moji, 100 at Unzen, and the remainder at Nagasaki, where the authorities are endeavouring to obtain hotel accommodation for refugees.

In connection with the laying by H.E. the Governor of the foundation stone of the new Kowloon school at 5.30 p.m. to-day, we are requested to state that through the courtesy of Mr. D. Gillies, the steam launch *Yama* will leave Pedder's Wharf at 5.10 p.m. to convey intending visitors to and from Kowloon.

At a general meeting of the Singapore Chamber of Commerce on the 13th ult. it was unanimously agreed to ask Mr. T. E. Earle, the present chairman of the Chamber, to allow himself to be nominated for the seat in Legislative Council which Mr. W. H. Frizell has been obliged to resign.

The International Chess Tournament at Paris ended on the 20th ult. in the victory of the world's champion, Lasker, with a score of 14½ out of a possible 16. The American Pillsbury was second, the third and fourth prizes were divided between Marshall (American) and Macrocy (of Budapest, we believe), while Burn, of Liverpool, was fifth.

Admiral Dewey, interviewed on the situation in China, said:—"I can see only one outcome to the conflict now in progress, and that is the adoption of the American policy of open ports for American commerce on equal terms with other nations. With a strong fleet in Chinese waters and a big army in the Philippines we are able to say to the European Powers: 'We are in this deal, too, gentlemen.'"

A portion of the remains of Buddha, presented by the Siamese Government to Japan, arrived at Nagasaki on the 12th by the *Nohika*, in charge of some of the chief Japanese prelates of the Buddhist faith, who journeyed to Bangkok to receive the relics. The latter will be exhibited in the principal towns of Kyushu and will be enshrined finally in one of the principal temples of Kyoto.

How completely the Chinese crisis has superseded the South African affair in public interest may be gathered from the fact that the last batch of Ceylon papers has only one special telegram referring to the Boer war, which is to the following effect:—Sims, July 4th. A further supply of nearly three lakhs of tents is about to be despatched to South Africa, and Messrs. Cooper, Allen and Co., of Cawnpore, are sending a further order of 50,000 pairs of boots.

It is stated that in view of the importance of the Far Eastern question, it is probable that an association, consisting of business men and members of Parliament interested in China, will be formed shortly with the object of educating the people by speeches and lectures as to the value of the interests which the British Empire possesses in the trade of the Far East, and of formulating and advocating a definite policy to be pursued by Great Britain when the present outbreak has been suppressed.

The *London and China Express* reports an interesting visitor on the 15th ult. in the lobby of the House of Commons, in the person of Mr. C. W. Pang, a native of Corea, who has just been brought to England by Mr. Pritchard Morgan, M.P., to act as secretary of the Consulate in London, the hon. member having been recently appointed Consul in the Metropolis. Mr. Pang, whose skirts of pale blue and cream led to some confusion in regard to sex, wore the wonderful hat peculiar to his country. He speaks English well, and has a very intelligent face.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 19th July 10.33 p.m.

SHANGHAI INDIGNANT AT LI'S RECEPTION IN HONGKONG.

Great indignation is felt here in Shanghai at the honours paid to Li Hung-chang in Hongkong yesterday.

SZECHUAN VICEROY GUARANTEE FOREIGNERS AT CHUNGKING.

Kuei Chun, Viceroy of Szechuan, guarantees the safety of all foreigners who proceed for refuge to Chungking.

DROWNING FATALITY IN YELLOW RIVER.

SHANGHAI, 19th July, 10.33 p.m.

The rumour of the accidental drowning of John Birch (Hon. J. K. Birch) in the Yellow River on the 24th June is confirmed.

THE WAR IN SOUTH AFRICA.

LONDON, 18th July, 8.10 p.m.

DETERMINED BOER ATTACK.

Lord Roberts reports that the enemy made a determined but unsuccessful attack on his left flank, where General Hutton commanded. The Boer loss was 15 killed, 50 wounded, and 4 prisoners, the British 7 killed, 30 wounded, and 21 prisoners.

1,500 BOERS BREAK THROUGH CORDON.

1,500 Boers with five guns broke through Generals Hunter's and Rundle's cordon. General Broadwood's cavalry and General Ridley's Mounted Infantry are closely pursuing them in the direction of Lindley.

REUTER'S SERVICE.

LONDON, 17th July.

THE JAPANESE PRINCES IN EUROPE.

Prince Kotohito had a farewell audience with the Tsar prior to proceeding to Moscow.

THE UNITED STATES AND THE CHINA CRISIS.

The United States are arranging to despatch 8,000 to 10,000 men as a reinforcement for China.

THE SOUTH AFRICAN WAR.

President Kruger, according to latest advice, refuses to surrender till his supplies are exhausted. General Clary continues to be engaged in desultory fighting.

THE CRISIS IN CHINA.

THREE MORE TRANSPORTS LEAVE HONGKONG FOR THE NORTH.

Three more transports left Hongkong for the north yesterday, viz. the *Umba*, the *Uyunda*, and the *Nawab*. The *Umba* only arrived on Wednesday night. She has on board 279 horses, etc., and 380 officers and men, including 155 rank and file 1st Bengal Lancers.

The *Uyunda* takes north 155 rank and file of the same regiment. The following particulars with regard to the regiment will be interesting to our readers.—The 1st Bengal Lancers, the Indian cavalry regiment which has been nominated for service in China, is the corps originally known as Skinner's Horse. It served in the Afghan war of 1842 and in that of 1878.

The 1st Bengal Lancers is recruited entirely from Mahomedans. Its honorary colonel is the Duke of York. It last saw service in Afghanistan. The Bombay regiment is raised mainly in Rajputana, while the 1st Madras Pioneers obtains its men from the south of the Peninsula. The latter regiment was first raised as long ago as in 1753. The Madras Sappers is a famous corps of engineers, in which families, generation after generation, have enlisted. At the building of bridges, the making of roads, the raising of forts, it is unequalled. It can handle a rifle with pluck. There is no regiment with a finer record in the Indian Army List.

The *Nawab* which only arrived yesterday takes up a detachment (342 rank and file) of the 1st Sikhs, of which a contemporary says:—"Of the regiments selected for service in China two particularly distinguished themselves in the Pathan Revolt of 1897. It was the 1st Sikhs who furnished Mr. Geo. the political officer, with an escort on that ill-fated visit to the Tochi Valley, when the party were ambushed as they sat at lunch, and would have been annihilated but for the cool courage displayed by the native officers, every European officer having been shot down. The 1st Sikhs belongs to the Punjab Frontier Force. It has only four companies of Sikhs; two companies being composed of Pathans, one of Dogras or hill Rajputs, and one of Punjabi Mahomedans."

The other regiment referred to is the 24th Punjab Infantry, which is recruited in exactly the same way as the 1st. It formed part of the famous garrison of the Malakand. Of its Pathan companies the story is told that when the little force was in the most desperate straits the tribesmen shouted to their fellow-tribesmen to lay down their arms. "Certainly," was the reply from within the walls, "come and take the rifles from our hands." The tribesmen, rejoicing at their treachery, rushed gallantly in, to be met by withering volleys and scornful cheers as the Pathans of the 24th Infantry blazed into the browns. The doctor of the regiment is Major. Withchurch, V.C. He won the bronze cross at the siege of Chitral, when after a sally he carried home under heavy fire a wounded comrade on his shoulder.

Yesterday the General Officer Commanding at Hongkong received a wire to the effect that the *Pentacotta* had left Calcutta with the first wing of the Madras Pioneers.

H.M.S. "TERRIBLE"

A Welkaiwei correspondent writes on the 12th inst.:—"It seems that H.M.S. *Terrible* was suddenly called to Chafoo on the 10th inst., disturbances being feared. When she arrived, however, she found everything quiet and she left at noon for Welkaiwei, whether she has just returned."

THE PROTECTION OF THE PORTUGUESE IN CHINA.

Yesterday our Macao correspondent wrote that General Garcia had received a telegram from his son-in-law Senhor Figaredo, of Shanghai, to the following effect:—"Imminent danger Portuguese community abandoned. Request Government help." "The cruiser *Admiral*," our correspondent continues, "is waiting at Colombo to escort hither the troopship now on her way out from Portugal, though that she should be permitted to delay when she is so urgently required here is not a tribute to the energy of the Portuguese Government."

FRENCH ATTITUDE IN THE CRISIS.

M. Delcassé, speaking in the French Chamber on the 31st ult. with regard to his Government's policy in the present circumstances, concluded his speech with the following remarks:—

"But until the European forces can effectively intervene, what will happen in Peking and Yunnan? To this I reply, with the sincerity always shown by me in this tribune, that the French Government, like the other Powers, can only have hopes, but those hopes seem to me firmly based. We count also on the experience and coolness of our agents, as also on the sense of personal responsibility of the Governor of Yunnan and the Peking Government, which they themselves know to be at stake. The Chamber remembers that, after having been called upon to quit Yun-nan-hien, M. François has been prevented and has found himself in some sort detained as a prisoner. M. François informed me of that situation by a telegram of the 14th, received on the 16th, which I immediately published in full, for I am anxious to conceal nothing from the country. I was immediately pressed from various quarters to act, and the Government was reproached with inaction. But allowance must be made for ignorance or bias. Read the telegrams of M. François. He knows the country, he knows what is expedient and what is detrimental. Does he ask us to send troops? Never. Not one of his telegrams speaks of it. But not knowing what is happening or that the communications with Peking are interrupted, he says to the Government:—'Act in Peking.' Moreover in the telegram received last night he specifies what must not be done. Above all, he says, 'no troops to Yunnan.' Like all acquainted with the country, M. François has reflected that it is 300 miles from the Tientsin frontier to Yun-nan-hien, that this would take three weeks to traverse, and that the entry of French troops into that territory would be the signal for disasters which we might doubtless avenge, but which the Chamber will think it preferable to avert.

This is why I adopted a method irregular and exceptional, but dictated by the exceptional circumstances. I sent for the Chinese Minister and pressed him to telegraph to the Viceroy of Yunnan that his life would answer for the lives of our countrymen, and that France would always know how to reach him. I thus took the only measure which could be taken, and the latest telegram from M. François shows that it has not been fruitless. After having worded off present dangers it is in Peking and through Peking that France and the other Powers will ensure the security of their countrymen. All the Powers are in accord on this point, and I am glad to close these observations by testifying to that accord."

RUSSIANS AND JAPANESE.

The Tokyo correspondent of the *Nagasaki Press* writes:—Hitherto the Russian soldier has been regarded by Japanese people as a semi-civilized being, given to all sorts of excesses. The Japanese officers now report the most friendly relations between the Japanese and Russian soldiers. The newspaper correspondents give examples of Russian courtesy and kindness to the Japanese soldiers, a number of whom were entertained at the Tongku railway station, while awaiting transportation, with tea and cigarettes and finally with music. It is a little difficult to imagine how the musical instruments were procured. It may be they were taken from some foreign residences at Tongshan which had been partly destroyed. The fact that the Japanese can fight, if not better, at least as well as the Russians may have opened the eyes of the latter and paved the way for mutual respect. They will have abundant opportunities to watch each other and see whether Russia is justified in the bullying attitude assumed by some of her men. At all events, the public is pleased to learn that the Russian and Japanese soldiers behave towards each other with marked friendliness.

LATEST STEAMER MOVEMENTS.

The O. & O. steamer *Coptic*, with mails, &c., which left here June 19th for San Francisco via Amoy, Shanghai, Nagasaki, Kobe, Island Sea, Yokohama and Honolulu, arrived at her destination on the 15th inst.

The C. P. R. steamer *Empress of India* arrived at Vancouver at 3.20 p.m. on Tuesday, the 17th July.

The P. M. steamer *China*, with mails, &c., left Shanghai for this port on the 19th inst. at daylight.

The C. & O. steamer *Carlisle City* left Yokohama on the 16th inst., and may be expected here on or about 23rd inst.

NEW ADVERTISEMENTS

THE GREAT EASTERN AND CALEDONIAN GOLD MINING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

SHAREHOLDERS in the above Company are hereby requested to attend a PRIVATE MEETING to be held in the Company's Office, No. 9, Praya Central, on THURSDAY, 26th of July, at 11 A.M.

LUTGENS, EINSTIMANN & CO.,
General Agents.
Hongkong, 20th July, 1900. [2023]

DEUTSCH-ASIATISCHE BANK.

NOTICE.

BY Order of the Board of Directors, Mr. E. F. GROS has been authorized to sign per Procurator in conjunction with one of the Managers.

H. SCHOTTLAENDER,
Acting Manager.
Hongkong, 20th July, 1900. [2019]

WANTED for Tokyo, Japan, ENGLISH GOVERNORS to a Boy eight years old. Kindly address references and terms to Dr. L. L. L.

Care of Office of this Paper.
Hongkong, 20th July, 1900. [2020]

TO LET, FURNISHED.

A HOUSE at the Peak for August and September. Rent \$100 per month. Apply to—

G. J.
Care of Office of this Paper.
Hongkong, 20th July, 1900. [2021]

THE INDUSTRIAL ART.
(MOSAIC TILE FACTORY)

THE Business hitherto conducted under the Style of CASUSO & CO. has now been taken over by myself, and I therefore beg to inform my patrons that I am prepared to execute all orders for Colored Tiles, Mouldings, Artificial Marble and Granite Monuments, Statues, etc., under an improved system, and in an expeditious manner.

All communications should be addressed to the Factory—Nos. 213, 215, 217, Queen's Road East (opposite McGregor Barracks).

J. M. CASUSO.
Hongkong, 20th July, 1900. [2022]

PUBLIC AUCTION.

THE Undersigned will sell by Public Auction

ON MONDAY, the 23rd July, 1900, at 2.30 p.m., at his Sales Room, Duddell Street.

A LARGE QUANTITY OF HOUSEHOLD FURNITURE (of every Description),

And 2 AMERICAN BICYCLES (New), 1 RICKSHA (Almost New).

On View from Saturday, the 21st July. Catalogues will be issued.

Terms:—As Customary.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 20th July, 1900. [2023]

AN ACKNOWLEDGMENT.

I AND others left Shanghai on the 10th inst., for the s.s. *Yukon*, for Kwangtung, on account of the present crisis. As the residents in Shanghai, male and female, had commenced to leave to go to other places for safety, the *Yukon* was crowded with passengers, numbering several hundreds. The weather being extremely hot, we suffered terribly on account of the crowding. Fortunately we, the passengers, were taken good care of by Captain Leung and the Compro. Mr. Chan Yuk-nam, who made better arrangement and gave us as good accommodation as possible, so that we were made very comfortable without any fear of danger. On the voyage some passengers were seriously attacked by sickness, and some women giving birth to children and some being unable to stand the sickness and the heat, tried to throw themselves into the sea; a case of the latter even occurred when reaching Tiger Pass. When such cases occurred, the Captain and the Compro tried their best to save and console them. All the passengers have now reached home in safety. As the obligation and the kindness we received from these two gentlemen is so great, I, being one of the passengers, therefore beg to publish these few lines on behalf of several of my fellow passengers as an acknowledgment of our gratitude.

MAK HEW SANG

and

LEUNG YAU KI.

Hongkong, 20th June, 1900. [2027]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SANDAKAN.
Calling at KUPAT if sufficient inducement offers.

THE Company's Steamship

"SANDAKAN."
Captain Ma'lo, will be ready to load for the above port TO-DAY, the 20th inst.

For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 20th July, 1900. [2023]

THE HONGKONG WEEKLY PRESS will be ready to-morrow and will contain—

Leading Articles:—
Affairs in North China.
H.E. Li Hung-chang's Departure.
The Need of Public Ground in Kowloon.
The Trade of Peking.

The Crisis in China.
Legislative Council.
Sanitary Board.
Hongkong General Chamber of Commerce.
The Crisis: Telegrams.
Inquiry into the Recent Fire.
Missionaries in China.
The Gmsham.
Affair in Queen's Road East.
Consular Reports.
Plague Treatment.

The Secretary of the Philippine Commission.
The Attempt on Kang Yu-wei at Singapore.
Canton.
Correspondence.
Indo-China Steam Navigation Co.
Hongkong Volunteer Corps.
Hongkong and Port News.
Subscription, \$12 per Annum, payable in advance, copies 82.

Extra copies 30 cents each, Cash.
Copies can be posted from the Office to addresses sent, including postage 34 cents each, or \$1 for three copies Cash.

Hongkong, 20th July, 1900.

NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES."
Captain Passmore, will be dispatched for the above port TO-MORROW, the 21st inst., at 11 A.M.

For Freight or Passage, apply to
DOUGLAS LARPAIK & CO.,
General Managers.
Hongkong, 20th July, 1900. [2024]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG."
Captain Payne, will be dispatched as above on FRIDAY, the 27th inst., at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 20th July, 1900. [2025]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAVELLI."
Captain W. E. Craven, will be dispatched as above on or about the 24th August.

For Freight, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 20th July, 1900. [2026]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL,"
FROM BOMBAY, COLOMBO, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. *India*, *Pariphatia* and *Arabia*.

From Australia, ex s.s. *Oceana*.

From Madras, ex s.s. *Zamania*.

From Persian Gulf, ex s.s. *Mohomudi*, *H. Balchou*, *Assyria* and *Kilma*.

From Zanzibar, &c., ex s.s. *Nizam*.

Optional goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 25th instant, at 4 p.m., will be subject to sale.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

A. M. MARSHALL,
Acting Superintendent.
Hongkong, 19th July, 1900. [1]

FOR SALE.

ON Board the U.S.S. "MONTEREY,"
Kowloon Dock.

13,000 lbs. COMPOSITION CONDENSER TUBES.

75,000 lbs. BOILER MATERIAL (Tubes, Drums and Manifolds, Steel).

Proposals, addressed to the Commanding Officer, U.S.S. "MONTEREY," for the above Material, will be received at Noon, SATURDAY, July 21st, 1900. Terms of sale, Cash.

All Material to be removed within one week from date of sale.

All proposals to be in duplicate and legibly marked "Proposals for Old Material," to be opened at Noon, July 21st, 1900.

A deposit of 25 per cent. of the bid shall be required as security for the payment of the balance and removal of the purchase within one week.

Hongkong, 18th July, 1900. [2008]

DAVID CORSE & SON'S
MERCHANT NAVY

NARY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING

ARNHOLD, KARBBERG & CO.,
Sole Agents.

144

CLERK WANTED.

WANTED, a CHINESE CLERK,
with a fair knowledge of English, for a Mercantile Office.

Apply by letter to—
BOX 644.
Care of Office of this Paper.
Hongkong, 19th July, 1900. [2015]

OFFICE ENGAGEMENT.

WANTED, by a Gentleman of experience, an appointment as OFFICE MANAGER or SECRETARY, or any employment of a confidential nature. Is a competent accountant, and has been Office Manager of two large Companies.

First Class Testimonials.
Address—
ACCOUNTANT.
Care of Office of this Paper.
Hongkong, 7th July, 1900. [1331]

AUCTION.

ON VIEW FROM THURSDAY, THE 19th JULY, TILL DATE OF SALE.

PUBLIC AUCTION.

THE Undersigned have been favoured with instructions from J. BLACK, Esq., to sell by Public Auction within his residence "Larkspur," Richmond Road,

TO-MORROW (SATURDAY),
the 21st July, at 2.30 p.m.,
The WHOLE of the
VALUABLE FURNITURE
Contained therein, comprising—
TEAKWOOD WARDROBE WITH GLASS,
TEAKWOOD EXTENSION DINING TABLE,
DINING ROOM CHAIRS, MARBLE TOP
WASHSTANDS, double and single BRASS
MOUNTED BEDSTEADS, RUGS, CARPETS, DINNER SERVICE, &c., &c.

Also
One COTTAGE PIANO, by Kirkman,
London.
One COTTAGE PIANO, by Sawday, London.
TERMS:—As Usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 17th July, 1900. [1994]

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction at his Sales Rooms, Zetland Street, No. 2,

TO-MORROW (SATURDAY),
the 21st July, 1900, commencing at 3 p.m.,
A Fine Collection of CANTON LACQUER-
WARE, IVORY and TOBACCO-SHELL
CARVINGS, TEA and CIGAR BOXES,
COMBS, CIGARETTE CASES, BLACK-
WOOD SCREEN, &c.

Also
A Lot of very Fine CANTON SILK EM-
BROIDERIES, TABLE COVERS, BED
COVERS, SILK DRESSES, &c.

On View at the Undersigned's.
TERMS OF SALE:—As customary.
PAUL BREWITT,
Auctioneer.
Hongkong, 19th July, 1900. [2017]

GOVERNMENT NOTIFICATION.
No. 358.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Offices of the Public Works Department, on MONDAY, the 23rd day of JULY, 1900, at 3 p.m., are published for general information.

By Command.
F. H. MAY,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 14th July, 1900. [1907]

Particulars and Conditions of the Letting by Public Auction, to be held on MONDAY, the 23rd day of JULY, 1900, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land near Hok Un, Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

Particulars of the Lot.

Boundary Measurements.

Contents in Square Feet.

Annual Rent.

Use Price.

1. 147 327 374 642 139,122 708 20,8/8

2. 147 327 374 642 139,122 708 20,8/8

3. 147 327 374 642 139,122 708 20,8/8

4. 147 327 374 642 139,122 708 20,8/8

5. 147 327 374 642 139,122 708 20,8/8

6. 147 327 374 642 139,122 708 20,8/8

7. 147 327 374 642 139,122 708 20,8/8

8. 147 327 374 642 139,122 708 20,8/8

9. 147 327 374 642 139,122 708 20,8/8

10. 147 327 374 642 139,122 708 20,8/8

11. 147 327 374 642 139,122 708 20,8/8

12. 147 327 374 642 139,122 708 20,8/8

13. 147 327 374 642 139,122 708 20,8/8

14. 147 327 374 642 139,122 708 20,8/8

15. 147 327 374 642 139,122 708 20,8/8

16. 147 327 374 642 139,122 708 20,8/8

17. 147 327 374 642 139,122 708 20,8/8

18. 147 327 374 642 139,122 708 20,8/8

19. 147 327 374 642 139,122 708 20,8/8

20. 147 327 374 642 139,122 708 20,8/8

21. 147 327 374 642 139,122 708 20,8/8

22. 147 327 374 642 139,122 708 20,8/8

23. 147 327 374 642 139,122 708 20,8/8

24. 147 327 374 642 139,122 708 20,8/8

25. 147 327 374 642 139,122 708 20,8/8

26. 147 327 374 642 139,122 708 20,8/8

27. 147 327 374 642 139,122 708 20,8/8

28. 147 327 374 642 139,122 708 20,8/8

29. 147 327 374 642 139,122 708 20,8/8

30. 147 327 374 642 139,122 708 20,8/8

31. 147 327 374 642 139,122 708 20,8/8

32. 147 327 374 642 139,122 708 20,8/8

33. 147 327 374 642 139,122 708 20,8/8

34. 147 327 374 642 139,122 708 20,8/8

35. 147 327 374 642 139,122 708 20,8/8

36. 147 327 374 642 139,122 708 20,8/8

37. 147 327 374 642 139,122 708 20,8/8

BANKS.

THE NATIONAL BANK OF CHINA LIMITED.

AUTHORIZED CAPITAL £1,000,000
PAID-UP CAPITAL £ 324,374

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS.
CHAN K. SHAN, Esq. D. GILLIES, Esq.
CHOW T. SHANG, Esq. J. T. LAU, Esq.
Chief Manager,
Geo. W. F. PLAYFAIR.

Interest for 12 Months Fixed, 5%.

Hongkong, 23rd March, 1899. [19]

BANK OF TAIWAN (FORMOSA), LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

AUTHORIZED CAPITAL Yen 5,000,000
PAID-UP CAPITAL " 1,250,000

HEAD OFFICE—TAIPEH, FORMOSA.

JUICHI SOTEDA, Esq., President.
Head Office Manager—TAKESHI DOKI, Esq.

BRANCHES AND AGENCIES.
Tokyo Osaka Yokohama Kobe
Nagasaki Kyoto Nagoya Tainan
Moji Hiroshima Hakodate Otaru
Hongkong Shanghai Amoy
Chemulpo Fusan

HEAD OFFICE—INTEREST ALLOWED.
On Current Account 4 3/4% per annum
On Fixed Deposits:—
For 3 months 5 1/2 per cent per annum
" 6 " 6 " " "

Credits granted on approved securities and every description of Banking and Exchange business transacted.

Drafts granted on the Chief Commercial places both in Japan and abroad.

Further particulars may be obtained on application.

TAKESHI DOKI.

Manager.
Taipei, 20th November, 1899. [200]

THE BANK OF CHINA & JAPAN LIMITED.

WORKING CAPITAL over £210,000
RESERVE LIABILITY OF SHAREHOLDERS fully £425,000

2035,000

HEAD OFFICE:
36, Nicholas Lane, London.

BRANCHES:
Hongkong, Shanghai, Singapore.

AGENCIES:
Yokohama, Kobe, Penang, Bombay, Calcutta, Madras, Colombo, Rangoon, Java, Lyons, and Paris.

BANKERS:
The Bank of England and the Capital and Counties Bank, Limited.

General Manager—F. C. BISHOP.

INTEREST ALLOWED.
On Current Accounts " 2 per cent
" Fixed Deposits 3 " 4 " "
" Do " 6 " months " 4 " "
" Do " 12 " notice " 5 " "

The Bank buys and sells and receives for collection Bills of Exchange on, and transacts general banking business with the above places.

Hongkong, 1st May, 1901. [2]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL £1,500,000
SUBSCRIBED " £1,125,000
PAID-UP " £ 552,500
RESERVE FUND " £ 30,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 1/2 per annum on the Daily balance.

ON FIXED DEPOSITS:—
For 12 months " 4 %
" 6 " " 3 1/2 %
" 3 " " 3 %

J. THURBURN,
Manager, Hongkong.
Hongkong, 24th March, 1900. [20]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT per annum.

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS &c.

PAUL BREWITT
2, Zetland Street, Auctioneer, Appraiser
and Commission Agent.

HUGHES & HOUGH
Auctioneers to the Government, and Share
and General Brokers, corner Lee House
Street and Praya Central.

GEO. P. LAMBERT
Auctioneer, Valuer and Goods Broker,
Duddell Street.

V. I. REMEDIOS
Auctioneer, Appraiser and Agent,
8, Queen's Road Central.

BOARD AND LODGING

STAG HOTEL
148 and 150, Queen's Road Central,
Comfortable and Cheap.

THE WESTERN HOTEL
Excellent Accommodation, \$2.50 per day,
90 and 92, Queen's Road West.

BOOKBINDING

"DAILY PRESS" OFFICE
The only office in China having European
taught workmen. Equal to Home Work.

BOOKSELLERS AND STATIONERS

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Printers, Bookbinders and Account Book
Manufacturers, 23 and 25, Queen's Road
(under Hongkong Hotel).

BUILDERS

KANG ON
Contractor, 30, D'Aguiar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY
Chemists and Druggists, High-class Aseptic
Water, Dealers in Photographic
Requisites, Queen's Road.

WATKINS, L.D. APOTHECARIES' HALL, 66,
Queen's Road Central, Cigars, Aerated
Waters, Wines, Beers, Spirits, etc.

CURIO DEALERS

FUJIYAMA & CO.
Importers, Exporters and Dealers in Japa-
nese Curios, 5, D'Aguiar St. and at Kobo.

KUHN & KOMOR
Fine Art, Japanese and Chinese Curios,
21 and 23, Queen's Road, Hongkong,
Shanghai, Kobe, Yokohama.

KWONG HING
China Porcelain, Crockery Ware; 58a,
Queen's Road Central.

DENTISTS

WONG HONG
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG
Surgeon Dentist, 24, Bank Buildings,
Opposite Hongkong Hotel.

DINING ROOMS

THE COSMOPOLITAN HOUSE
Breakfasts, Dinners, Wines, etc.,
with Meals; 34, Queen's Road.

DRAPEES

EBRAHIM ELIAS & CO.
Milliners, Silk Mercers, Haberdashers,
Low Prices; 37, 39, Wellington Street.

WING HOP
Ladies' Tailor, Dressmaker, Draper; 62,
Wellington Street.

SEE WOO
Tailor, Draper and Outfitter; 67 and 69,
Queen's Road.

FLOUR MERCHANTS

SPERRY FLOUR COMPANY
Merchant Millers, San Francisco.
Eastern Branch, Pedder Street.
WILLIAM WILLEY, Manager.

FURNITURE WAREHOUSEMEN

A CHEE & CO. Established 1850.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

LI KWONG LOONG
Cabinet-maker, Furniture Dealer, Art De-
corator and Dealer, 17, Queen's Road.

GROCERS

THE MUTUAL STORES
SUP-AGENTS LITTON, LD.,
8 and 10 D'Aguiar Street,
Provision and General Merchants.

H. TIE
Wine and Spirit Merchants, Groceries,
Best Goods, Lowest Rates. Try Charles
Evaporated Cream; 16, D'Aguiar
Street.

JEWELLERS

KANG LEE & CO.
Jewellers, Gold and Silversmiths, Watch-
makers, Japanese Curios and Blackwood
Furniture. Opposite Post Office, 58,
Queen's Road Central.

MAISON LEVY HERMANOS
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Rio.

SUN SHING Established 1849.
Silks, Gases, Orange Shaws, Chinaware,
Ivory, etc., Gold and Silversmiths and
Engravers; 90, Queen's Road Central.

WAH LOONG
Gold and Silversmith, Silk Dresses, Crêpe
Shaws, Ivory, Lacquerware, Fans,
Curios, Bristles, Human Hair, Fea-
thers; 88, Queen's Road Central.

THE LIGHT OF THE FUTURE

**EASTERN ACETYLENE LIGHTING
COMPANY** Head office, 62a, Queen's
Road Central. Fittings of every de-
scription for the ACETYLENE LIGHT at
lowest rates.

HONGKONG
BUSINESS DIRECTORY.

MERCANTILE AGENT

WOODS & CO.
Duddell Street, Agents for American and
European Export Houses.

PHOTOGRAPHERS

E HING
Enlarging, Developing, Printing, Mod-
erate Rates, 20a, Queen's Road East.

MEE CHEUNG
Ico House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc. Devel-
opment Works, Amateurs' Requisites.

M. MUMFAY, JAPANESE ARTIST
Bromide and Crayon Enlargements. Work
done for Amateurs; 8a, Queen's Road, Cl.

YEE CHUN
Marine and Portrait Painter, 50, Queen's
Road, Upstairs.

H. YERRA
Japanese Photographer, 14, Beaconsfield
Arcade, Queen's Road Cl., also Wanchai.
Amateur's Requisites a Specialty.

PRINTING

"DAILY PRESS" OFFICE
Proofs read by Englishmen.

RATTAN FURNITURE

WOO KEE Late HANG CHEUNG SHING.
Rattan Chairs, Matting, Bamboo Blinds,
etc.; 73, Queen's Road Central.

KWONG TAI LOY
Rattan Furniture, Bamboo, Blinds, Mat-
tings all Colours; 18, Praya Central.

SANG MOW
Rattan Furniture, Bamboo, Screens, Mat-
ting of all Colours; 43, Queen's Road, Cl.

SILK GOODS DEALERS

DHUNAMAL CHELLARAM
Dealer in Indian, Chinese, and Japanese
Silk and Fancy Goods, also Art Works,
2, D'Aguiar Street.

THE GLOBE (TEJUMULL PONSUNO)
Indian, Chinese and Japanese Silk Goods,
Cashmere Shawls, Spanish Wines and
Manila Cigars; 12, D'Aguiar Street.

SINGH & CO.
Silk Handkerchiefs, Shawls, Table Covers,
etc. Wholesale and Retail; 122, Queen's
Road Central and 123, Wellington St.

WASSIAMULL ASSOMULL
Wholesale and Retail Importers and
Exporters, India, Chinese and Japanese
Silks, Cashmere Shawls and Ceylon
Lace; 46, Queen's Road, Cl.

SILK LACE MANUFACTURERS

FR. BLUNCK
Exporter of Real Hand-made Torchon Lace
in Silk, Linen and Cotton, Grasscloth and
Silk Embroideries, Hand-made Silk
and Linen Lace Curtains made to
order; 17, Queen's Road, Central.

STOCKKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

KWONG SANG & CO.
Shipchandlers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chants, 68, Praya Central.

LANE, CRAWFORD & CO.
Tailors and Outfitters, Piano-forte Dealers
Shipchandlers, Furniture Dealers and
Upholsters, Wine and Spirit Mer-
chants.

MORE & SEIMUND
Shipchandlers, Sailmakers, Riggers, Com-
mission Agents and General Store-
keepers, 17, Praya Central.

TAILORS

AM-MEN, HING-CHEONG & CO.
Tailors, Drapers and Outfitters, Queen's
Road Central, Old Club Site.
Branch: A-MAN, opposite City Hall.

R. HAUGHTON & CO.
Naval, Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

HUNG YUEN
Outfitters, Shirt Makers, Hatters, Hosiery,
Drapers, 85, Queen's Road, Central.

LANE, CRAWFORD & CO.
Queen's Road.

TAK CHEONG
Tailors, Gentlemen's Outfitters, Hatters,
Hosiery and Drapers. Chinese Silk of
all kinds, 50, & 52, Queen's Rd. Central.

YEE SANG PAT & CO.
Outfitters, Piece Goods, Underwear, Shoes,
Hats, Silk Handkerchiefs, Opposite Post
Office, Queen's Road Central.

TOBACCONISTS

D. S. DADY BURJOR, "LOS FILIPINOS"
Importer of the Best Manila Cigars; 25,
Pottinger Street.

KRUSE & CO.
Wholesale and Retail Havana and Manila
Cigars, Egyptian Cigarettes, Dealers in
Fancy Goods, Agents.
Comnaught House, Queen's Road.

VICTORIA CIGAR DEPOT
1 and 2, Leoyune Street East. AGENTS FOR
W. KENNEDY & Co. 37, Calle San
Jacinto, Manila, "Windsor Lady" and
"The Jockey" Cigars.

WINE & SPIRIT MERCHANTS

H. PRICE & CO.
12, Queen's Road
and Calle Arduana, Manila.

AMERICAN SYSTEM

DENTISTRY
AT
No. 39, Queen's Road Central.
CHADWICK KEW
(LATE OF POATE & NOBLE)
Hongkong, 15th September, 1899. [1776]

WITH SEYMOUR'S COLUMN.

A DIARY OF THE ATTEMPT TO RELIEVE
PEKING.

[Concluded from yesterday's issue.]

June 21st, 7.30. Column resumed its advance on both banks of the river. 7.40. Three Chinese field-guns observed moving in the direction of Peitang. Sounds of heavy firing in direction of Tientsin again heard all the morning. Natives report it is General Nish fighting Boxers. 8.15. Large body of cavalry seen on our left flank, which were at first taken for Russians, but a shell pitched nighly near our flanking parties at 8.25 from the left of the village the cavalry had just passed, convinced us that they must be Nish's cavalry. Our guns were soon in action, replying to the enemy's fire, and the rattle of musketry soon became general. Advanced into village with American 3-inch and Maxim's machine guns. Enemy soon had range, and dropped shells into the village, some falling unpleasantly close, one in particular bursting in the street where our guns were drawn up, but without hurting anyone. Village was cleared without much difficulty, and the enemy retired and took up his position in the next village. 12.15. Germans and Russians on the left bank (proper) began their advance. Flag-Captain Jellicoe, *Centurion*, dangerously wounded in the chest, feared mortally. Lieut. Bamber, *Centurion*, slightly; Midshipman Burke, shot in the leg. Many of the enemy threw away their weapons and ammunition, of which a good deal was taken by our men. 2 p.m. passing through Peitang, with opposition all the time, every foot being disputed. The fighting during the whole day was of the severest description, the enemy hanging on to his cover with the greatest tenacity. From a prisoner brought in we learn that Tientsin is exceedingly hard-pressed, having had almost continuous fighting for the past five days. It is very evident that we can hope for no help from that quarter. The great matter for anxiety is the ammunition supply, which, there is only too much reason to fear, is running very short. When it is finished I am much afraid the column is finished also. However, there is this much consolation to be got out of it, albeit a very poor one, that if we go we shall be amply avenged. The greatest worry I have is the present terrible uncertainty about Tientsin. The enemy's fire throughout the day was terrific, and for the most part fairly well aimed. That our casualties were no heavier than they were was due to the cautious manner in which our troops were handled. When necessary our men responded magnificently to the order to advance, and the behaviour of the troops, as regards steadiness under a tremendous fire, was splendid. In the morning's fighting the *Centurion* alone lost one killed, the Flag-Captain, one lieutenant, two midshipmen, and ten men wounded. It is a shocking business. It seems to me that the best thing that could be done now would be to abandon our transport, strike for the railway line, make a forced night march on Tientsin, and endeavour to join hands with the people there. The great difficulty our men have experienced has been the inability to locate the whereabouts of the enemy's artillery, owing to their using smokeless powder. Fighting lasted continuously from 8.15 a.m. until darkness set in. At 7.45 a shell burst close over our boats, wounding severely a German seaman, who was sitting on the deck of the boat containing their wounded.

June 22nd.—Made a start at 1 a.m., after we had had several alarms and a good deal of firing. At 5 a.m. volleys of rifle-fire poured at us by the enemy on proper left bank of river. Just before 5 a.m. we walked into a beautiful ambush as our troops were caught. The enemy allowed our main column to pass, and then opened fire with four guns, and a tempest of musketry. Our men were sent across the river, into a village above the forts firing at us. A party of Germans also crossed lower down. At 6.15 the marines, under Major Johnston, made a magnificent bayonet charge, carrying the nearest fort, which had been making things decidedly unpleasant for us, and capturing five guns, which were promptly turned against the enemy. The latter fled, without waiting for either marines or Germans to get at them. It was a really splendid piece of work. Arms and ammunition, much of it of the very latest pattern, were found in nearly all the houses we passed through. During the forenoon it was decided to hold the captured forts, and send in a small force of marines with Currie as a guide to endeavour to enter the foreign settlement, starting at 9 p.m. At about 1 p.m. the enemy attacked the captured Arsenal with between 5,000 and 6,000 men. Our firing line was reinforced to a strength of 700 men. A gun belonging to the enemy placed on a railway bridge some 2,000 yards away, caused us considerable annoyance. The fighting was of the most desperate character, the Chinese troops making several most determined rushes, which were gallantly repelled by our men. The attack was finally repulsed by about 2.45 p.m. and our men chased the enemy for some distance across country, burning the adjacent villages, which were likely to afford cover to them. Our casualties were unfortunately rather heavy. Commander Bucholtz, of the German *Kaiserin Augusta*, was killed, and Captain M. Calla, U.S.S. *Newcomb*, slightly wounded. 120 marines, under Captain Doug and Barty, with Currie as guide, left to get through to establish communication with Tientsin. I gave my telegrams to Currie, with instructions that they were to be torn up in case of capture by the Chinese.

After allowing us to spend a quiet night the enemy began by an attack on us at 2.20 a.m. 6.30 a.m. the enemy seems determined to annoy us by long range firing. Our casualties are becoming very frequent, and it is perfectly heart-rending to see the ghastly procession of poor mangled fellows led and carried in Captain Baylis, R. M. A., and two men

were rushed by the enemy and killed. At 2 a.m. the marines who essayed to get through to Tientsin returned, having been nearly cut off by strong bodies of the enemy. They had lost 4 killed and two wounded. A bad dust-storm has come up, and makes matters very uncomfortable even for those of us who are sound, but the poor wounded! It must increase their sufferings terribly. I fear this is going to be a very bad business indeed. If only we had the captured guns mounted to sweep the whole of the surrounding country, things might soon be better. I trust they will be got up in the course of the day. One 4-inch gun was got to work before 9 o'clock this morning, and I hope others will soon follow. Among the guns found in the captured armoury is a 1-pounder Pom-pom gun. Good business! One quadrangle, with its four large buildings, has been cleared of its contents—consisting of gun-limiters and mountings, and old-fashioned spherical shell, unfilled—and converted into a hospital. No incident of any importance occurred during the remainder of this day. The Germans were employed in mounting the Krupp gun in the captured armoury, and placing them on the most advantageous positions on the walls. Shells were dropped into the surrounding villages, from which the enemy had been causing us annoyance by sniping and missing under their cover for such attacks as they have made.

24th June.
We have had another quiet night. At 2.30 a.m. the walls were manned in anticipation of an attack but nothing occurred. Throughout this affair the behaviour of the British, American, and German troops has been simply splendid and their work has been of such a character as to command the unqualified admiration of all. They have certainly so far upheld all the best traditions of their respective services. We learn from a wounded prisoner that General Nish attacked Tientsin on the 16th, and was repulsed with a loss of 300 men, and that his troops are very much discouraged. The Taku Forts are said to be in European occupation and General Ma (Sung?) is investing them with a view to their recapture. This has been an entirely uneventful day. Nothing in the way of an attack has been delivered, and no signs of any. Our men have been engaged in strengthening the defences of the position, and in mounting the captured guns so as to command the whole country. Another dust-storm has been raging all day. Two prisoners jumped into the river to escape, and were shot. One of our prisoners says that this place was held by 5,000 troops when we attacked it. Nish had 7,000 when he tried to recapture it on the same afternoon. In the evening we sent up coloured lights to attract the attention of the people in Tientsin, which were answered.

25th June.
After another quiet night, heard artillery firing in the direction of Tientsin. An 8.7 centimetre Krupp was placed in position to shell the enemy's fort, and opened fire shortly after 7 a.m. At 7.25 observed a strong body of the enemy advancing to the railway line some 2,000 to 2,500 strong. By 8 o'clock it was reported that a relief force was in sight, and before 9 o'clock we were in touch with the column marching from Tientsin to our relief, composed of all nationalities, ours being blue-jackets, marines, and three companies of the Welsh Fusiliers. We were all overjoyed to see them. It has been decided to move the wounded across the river this afternoon, and destroy the whole of the Arsenal and stores, bivouac on the opposite side of the river, and move down to Tientsin to-morrow at daybreak. All the afternoon has been occupied in getting our things and the wounded across the river, and we hope soon to be on our way to Tientsin, and comparative safety again.

26th June.
Began retirement on Tientsin, which was carried out without incident, column entering Tientsin at about 10 a.m.

DON'T LET THE CLOCK RUN
DOWN.

"The human body," says a great physician, "is a seventy-year clock."

Yes, and like all other clocks the time it will run depends largely on how it is treated. Take the pendulum weight off the end of the wire and your clock will rattle away at the rate of half a dozen hours in an hour. Neglect it and it will run irregularly, now fast, now slow. Break the mainspring, or a wheel, and it stops instantly. Take intelligent care of it and a good clock will serve your grandchildren as faithfully as it now serves you.

There is an important difference, however, between your clock and your body. Even after your clock is completely run down, and at a standstill, you can wind it up and set it going again. Not so with the body. Once stopped it goes no more.

We know the limits of its meaning perfectly well, yet speaking literally, Mr. Matthew L. Brown was not "completely run down" at the time he refers to. Thankful we are, and more thankful still he is, for that. But he was frightfully near it. The pendulum beat very slowly and weakly, and the hands could scarcely be trusted to tell the true time.

"About five years ago," writes Mr. Brown, "I was completely run down. I lost my appetite. I could get nothing to lie on my stomach. Sometimes I would take dizzy spells and nearly fall down, and would see black dots before my eyes. I kept getting worse all the time."

I tried different patent medicines; they gave me no relief. They kept getting worse. I tried two of the best doctors in the place; they did me no good. I was obliged to take to my bed.

I would take faint spells and my heart would beat and flutter, and I would nearly smother for breath. I felt more like dying than living."

[These fainting or sinking spells of which Mr. Brown speaks are a peculiar feature of the disease he was suffering from. Only modern physicians, and not all of them, understand their gravity or have given them the study they call for. No sensation is more alarming, none more demoralising to the patient. While they last the angel of death seems to have folded his wings over the sufferer's pale and anxious face. The cause is a poison in the blood arising from continued fermentation of food in the stomach. It acts upon the nerves of the brain, lungs, and heart as a hand might impede the pendulum of a great clock.]

27th June.
After allowing us to spend a quiet night the enemy began by an attack on us at 2.20 a.m. 6.30 a.m. the enemy seems determined to annoy us by long range firing. Our casualties are becoming very frequent, and it is perfectly heart-rending to see the ghastly procession of poor mangled fellows led and carried in Captain Baylis, R. M. A., and two men

"I began to think," adds our correspondent, "that I never should get around again. My wife wanted me to try Mother Seigel's Syrup. I said I didn't think it was any use. She went and got a bottle of Mother Seigel's Syrup, and before I had taken it I was able to go to my work."

I have taken several bottles since. I am now able to work as hard as ever. I would advise any one that is suffering as I was to try Mother Seigel's Curative Syrup, and it will not be in vain. Yours truly (Signed) Matthew L. Brown, East Mapleton, March 28th, 1895."

Our friend laboured under a profound attack of indigestion or dyspepsia. The symptoms he described were due to its effects upon the nervous system, and through that upon other organs. It follows that the medicine to avail him must be one having power to expel existing impurities from the blood, rouse to action the stomach and liver, render nutrition possible by means of the restored digestion, and so give new life to the whole body.

This is what Mother Seigel's Syrup did for our correspondent, and does for all who appeal to it under like circumstances. It winds up the clock before the pendulum has ceased to swing. But keep an eye to that bodily clock of yours, and don't let it run so far down. In other words, the very hour you feel the first sign of illness take a dose of Mother Seigel's Syrup. [55]

NOW READY.
"MOUNTINGS OF THE
NAVAL GUNS

and their subsequent use with the
**LADYSMITH RELIEF
COLUMN."**

Being a Lecture by
CAPTAIN PERCY SCOTT,

R.N., C.B.,
and
CAPTAIN A. H. LIMPUS, R.N.
(of H.M.S. *Terrible*).

The book is printed on art paper, within covers, and is ILLUSTRATED with SIX COLOURED MAPS and NINE SKETCHES made from Photographs supplied by Captain Scott.

PRICES—
With Illustrations \$1.
Bound in Cloth (to order)... \$1.50
Hongkong, 18th July, 1900. [1750]

THE
FIGHTING AT TIENTSIN.

WE HAVE A SMALL QUANTITY OF
**PLANS OF TIENTSIN
FOR SALE.**

PRICE 75 Cents each.

THE Plans show the latest extensions in the Foreign Settlements at Tientsin, position of the Public Buildings, &c.

Printed by Messrs. JOHN EARTHLEWEM and Co., Edinburgh.

"DAILY PRESS" OFFICE.
Hongkong, 17th July, 1900. [169]

NOTICES TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer
"ORESTES"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 15th instant.

Optional cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 25th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 25th instant.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 18th July, 1900. [2013]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer
"RHIPEUS"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 18th instant.

Optional cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 25th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 25th instant.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 18th July, 1900. [1693]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.
THE Company's Steamship

"KUMSANG"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 25th inst., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.
Hongkong, 18th July, 1900. [2012]

NOTICES TO CONSIGNEES.

STEAMSHIP "ANNAM"
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.
CONSIGNEES of Cargo from London

ex s.s. *Peiho*, and *Bordeaux* ex s.s. *Ville de Montevideo*, in connection with above Steamer, are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 15th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 23rd instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before MONDAY, the 23rd instant, or they will not be recognized. All damaged packages will be examined on MONDAY, the 23rd inst., at 3 p.m. No Fire Insurance has been effected. G. DE CHAMPEAUX, Agent.

Hong

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & CO. VIA PORTS OF CALL	VALETTA	Brit. str.	—	F. N. Tillard	P. & O. S. N. Co.	On 21st inst. at Noon.
LONDON VIA SUEZ CANAL	STEFANOS	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 24th inst.
LONDON VIA SUEZ CANAL	CALCHAS	Brit. str.	—	Bartlett	BUTTERFIELD & SWIRE	On 7th Aug.
BREMEN VIA SUEZ CANAL	RHAPSUS	Brit. str.	—	Grosch	BUTTERFIELD & SWIRE	On 21st Aug.
BREMEN VIA SUEZ CANAL	STUTTGART	Ger. str.	—	Dupuy Fromy	MELCHERS & CO.	On 26th inst. at Noon.
BREMEN VIA SUEZ CANAL	TOKIN	Fren. str.	—	G. Anderson	MELCHERS & CO.	On 30th inst. at 1 P.M.
BREMEN VIA SUEZ CANAL	HITACHI MARU	Jap. str.	—	G. W. Babot	P. & O. S. N. Co.	On 27th inst. at Daylight.
BREMEN VIA SUEZ CANAL	BANCA	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	On or about 14th Aug.
BREMEN VIA SUEZ CANAL	SARPEDON	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	On 10th Aug.
BREMEN VIA SUEZ CANAL	NURNBURG	Ger. str.	—	G. W. Babot	P. & O. S. N. Co.	On or about 26th Aug.
BREMEN VIA SUEZ CANAL	SIBIRIA	Ger. str.	—	G. W. Babot	P. & O. S. N. Co.	On or about 4th Sept.
BREMEN VIA SUEZ CANAL	MARBURG	Ger. str.	—	G. W. Babot	P. & O. S. N. Co.	On or about 15th Sept.
BREMEN VIA SUEZ CANAL	SAXONIA	Ger. str.	—	G. W. Babot	P. & O. S. N. Co.	On or about 30th Sept.
BREMEN VIA SUEZ CANAL	AFGHANISTAN	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	On 28th inst.
BREMEN VIA SUEZ CANAL	ACARA	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	On or about 4th Aug.
BREMEN VIA SUEZ CANAL	ALBANY	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	On or about 24th Aug.
BREMEN VIA SUEZ CANAL	INDRAVATI	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	On 28th inst.
BREMEN VIA SUEZ CANAL	BRECONSHIRE	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	On or about 11th Aug.
BREMEN VIA SUEZ CANAL	TARTAR	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	On 8th Aug.
BREMEN VIA SUEZ CANAL	EMPEROR OF CHINA	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	On 4th Aug.
BREMEN VIA SUEZ CANAL	MONMOUTHSHIRE	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	On 7th Aug. at Noon.
BREMEN VIA SUEZ CANAL	DORIC	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	To-morrow, at Noon.
BREMEN VIA SUEZ CANAL	HONGKONG MARU	Jap. str.	—	G. W. Babot	P. & O. S. N. Co.	On 31st inst. at Noon.
BREMEN VIA SUEZ CANAL	CHINA	Amr. str.	—	G. W. Babot	P. & O. S. N. Co.	On 4th Aug.
BREMEN VIA SUEZ CANAL	CARLISLE CITY	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	On 27th inst. at 4 P.M.
BREMEN VIA SUEZ CANAL	YAWATA MARU	Jap. str.	—	G. W. Babot	P. & O. S. N. Co.	On 9th Aug. at 5 P.M.
BREMEN VIA SUEZ CANAL	EASTERN	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	On 5th Sept. at Noon.
BREMEN VIA SUEZ CANAL	MUNCHEN	Ger. str.	—	G. W. Babot	P. & O. S. N. Co.	To-morrow, at 3 P.M.
BREMEN VIA SUEZ CANAL	ROSETTA	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	On or about 19th inst.
BREMEN VIA SUEZ CANAL	EASTERN	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	On 23rd inst. at Noon.
BREMEN VIA SUEZ CANAL	KASUGA MARU	Jap. str.	—	G. W. Babot	P. & O. S. N. Co.	On or about 28th inst.
BREMEN VIA SUEZ CANAL	PACHOI	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	To-morrow, at Daylight.
BREMEN VIA SUEZ CANAL	JATA	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	To-morrow, at 11 A.M.
BREMEN VIA SUEZ CANAL	MAIDEN MARU	Jap. str.	—	G. W. Babot	P. & O. S. N. Co.	On 25th inst. at Daylight.
BREMEN VIA SUEZ CANAL	THALES	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	To-day, at 4 P.M.
BREMEN VIA SUEZ CANAL	ANUP MARU	Jap. str.	—	G. W. Babot	P. & O. S. N. Co.	To-day, at 5 P.M.
BREMEN VIA SUEZ CANAL	SUNGKIANG	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	On 27th inst. at 4 P.M.
BREMEN VIA SUEZ CANAL	LOONGSANG	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	On 25th inst. at 4 P.M.
BREMEN VIA SUEZ CANAL	MENMUIR	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	On 27th inst. at Noon.
BREMEN VIA SUEZ CANAL	YAWATA MARU	Jap. str.	—	G. W. Babot	P. & O. S. N. Co.	Quick despatch.
BREMEN VIA SUEZ CANAL	KAIFONG	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	
BREMEN VIA SUEZ CANAL	KUMSANG	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	
BREMEN VIA SUEZ CANAL	SANDAKAN	Ger. str.	—	G. W. Babot	P. & O. S. N. Co.	

SHIPPING.

ARRIVALS.
 July 18, ROSETTA, British str., 2,039, C. C. Talbot, R.N.R. Yokohama 11th July, General—P. & O. S. N. Co.
 July 18, UMTA, H.M.S. transport, 3,450, F. Herrington, Calcutta 6th July.—GOVERNMENT.
 July 19, COROMANDEL, British str., 2,789, F. W. Vibert, R.N.E. Bombay 4th July, Mails and General—P. & O. S. N. Co.
 July 19, QUARTA, German str., 1,146, Johansen, Chiofo 13th July, General.—SANDER. WIELER & Co.
 July 19, NAWAB, British transport, 2,041, W. J. Crebbin, Calcutta 6th July.
 July 19, THALES, British str., 820, Passmore, Swatow 18th July, General.—DOUGLAS LARPAK & Co.
 July 19, VALETTA, British str., 2,978, F. N. Tillard, Shanghai 17th July, Mails and General.—P. & O. S. N. Co.

CLEARANCES.

At THE HARBOUR MASTER'S OFFICE.
 19th July.
 Marie Jensen, German str., for Krokstad.
 Sado Maru, Japanese str., for Kobe.

DEPARTURES.

July 18, FUSHUN, British str., for Shanghai.
 July 18, OMBRES, British str., for Shanghai.
 July 19, DIDO, H.M.S. cruiser, for Shanghai.
 July 19, CLABA, German str., for Hainan.
 July 19, RHAPSUS, British str., for Shanghai.
 July 19, TIENTSIN, British str., for Yokohama.
 July 19, LITON, British str., for Kutchin.
 July 19, HAINAN, German str., for Chiofo.
 July 19, TAIWAN, British str., for Sydney.
 July 19, HACHING, British str., for Swatow.
 July 19, UGANDA, British transport, for Weihaiwei.
 July 19, UMTA, British transport, for Weihaiwei.
 July 19, NAWAB, British transport, for Weihaiwei.
 July 19, COROMANDEL, Brit. str., for Shanghai.

VESSELS IN DOCK.

ANDREWS DOCK.—U.S.S. Monterey, Chung-sha, Argus, Taichang, Wuchow, Triton, Algon.
 COSMOPOLITAN DOCK.—Goodwin.

SHIPPING REPORT.

The British steamer *Thales*, from Amoy and Swatow 18th July, had light S.W. winds and occasional fog. Swatow. From Swatow to port light S.E. winds and fine weather. Steamers in Swatow—*Taiter*, *Wenchow*, *Nam-chung*, *Feiching*, *Singam*, *Wuchow*, *Wangong*, *Produce* and U.S. gunboat *Princeton*. In Amoy—*Sihau*, *Chilut*, *Afghanistan* and one Japanese man-of-war.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain Weigall will be despatched as above TO-DAY, the 20th inst., at 4 P.M.
 This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO.
 General Managers.
 Hongkong, 18th July, 1900. [2011]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG."

Captain Moore will be despatched as above TO-DAY, the 20th inst., at 4 P.M.
 The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.
 A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 18th July, 1900. [1947]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"AFGHANISTAN"

will be despatched for the above port TO-DAY, the 20th inst.
 For Freight, apply to
 DODWELL & CO., Ld.,
 Agents.
 Hongkong, 16th July, 1900. [1864]

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE DIRECT.

THE Steamship

"EASTERN."

Captain W. Ellis, will be despatched for the above ports on or about the 19th inst.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 For Passage, apply to
 GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 14th July, 1900. 1984

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu). SATURDAY, July 21, 1900, at Noon.
 NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu). THURSDAY, Aug. 16, 1900, at Noon.
 AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu). TUESDAY, Sept. 11, 1900, at Noon.

THE Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO VIA AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 21st July, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.
 Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
 Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.
 Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.
 Particulars of the various routes can be had on application.
 Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.
 Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
 Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.
 Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
 For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.
 C. L. GORHAM,
 Acting Agent.
 Hongkong, 20th June, 1900. [5]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	VALETTA	{ Noon, 21st July }	See Special Advertisement.
YOKOHAMA VIA NA-	ROSETTA	{ 3 P.M. 21st July }	(Passing through the Inland Sea.) Freight or Passage.
GASAKI and KOBE	C. C. Talbot, R.N.R.	{ July }	
SHANGHAI, NAGA-	JAVA	{ About 28th July }	Freight or Passage.
SAKI, KOBE and	G. W. Gordon, R.N.R.	{ July }	
YOKOHAMA			
MARSEILLES and	BANCA	{ About 14th August }	Freight.
LONDON	G. W. Babot	{ August }	

For Further Particulars, apply to

Hongkong, 18th July, 1900.

A. M. MARSHALL, Acting Superintendent.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KASUGAMARU	{ NAGASAKI, KOBE & YOKOHAMA }	SATURDAY, 21st July, at Noon.
E. W. Haswell		
HITACHI MARU	{ MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID }	FRIDAY, 27th July, at DAYLIGHT.
G. Anderson		
YAWATA MARU	{ SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE. }	FRIDAY, 27th July, at 4 P.M.
A. E. Moses		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Charter Road.

A. S. MIHARA,
 Manager.

Hongkong, 10th July, 1900.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
BRECONSHIRE	3,567	G. E. Elliott	July 28	MONSHIRE	3,872	J. Kennedy	Aug. 4
VICTORIA	3,502	J. Pantan	Aug. 7	BRAEMAR	3,601	W. Watt	Aug. 25
QUEEN ADELAIDE	2,882	F. McNair	Aug. 20	ARGYLE	2,907	W. S. Thomson	Sept. 20
DUKE OF FIFE	3,821	J. S. Cox	Sept. 6	MONSHIRE	3,872	J. Kennedy	Oct. 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

Excellent accommodation. First class Table. Doctor and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, 228.
 The best route to the KLONDIKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DYER, and ST. MICHAEL.

HONGKONG TO YELLOWSTONE PARK AND BACK, 285 10s. 0d.
 This rate covers the ocean voyage to TACOMA or PORTLAND and back, Railway from TACOMA or PORTLAND to CIRCLE and return, Sleeping and Dining Car accommodation, Tacoma or Portland to Livingston and return, and Stage Coach transportation, Circle to Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association Hotels.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 31st August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park. The round trip can be made within three months.

Rates of Passage to other Points on application.
 A Special rate allowed to members of Government Service.
 For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED,
 General Agents.

Hongkong, 24th May, 1900.

VESSELS ON THE BERTH

HAMBURG-AMERIKA LINIE (FREIGHT SERVICE).
 NORDDEUTSCHER LLOYD (FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORSE and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NURNBERG	{ HAVRE & HAMBURG }	{ About 26th Aug. }
Capt. Pfaff	{ (London with transshipment in Hamburg) }	
* SIBIRIA	{ HAVRE & HAMBURG }	{ About 4th Sept. }
Capt. Braun	{ (London with transshipment in Hamburg) }	
MARBURG	{ HAVRE & HAMBURG }	{ About 15th Sept. }
Capt. v. Binzer	{ (London with transshipment in Hamburg) }	
SAXONIA	{ HAVRE & HAMBURG }	{ About 30th Sept. }
Capt. Kresch	{ (London with transshipment in Hamburg) }	

* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO.,
 AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.
 OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 19th July, 1900.

[13]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	THURSDAY	SAILING DATES.
STUTTGART	THURSDAY	26th July.
KONIG ALBERT	THURSDAY	9th August.
WEIMAR	THURSDAY	23rd August.
PRINZ HEINRICH	THURSDAY	6th September.
PREUSSEN	THURSDAY	20th September.
HAMBURG (Hamburg-Amerika Line)	WEDNESDAY	3rd October.
SACHSEN	WEDNESDAY	17th October.
OLDENBURG	WEDNESDAY	31st October.
BAVARN	WEDNESDAY	14th November.
STUTTGART	WEDNESDAY	28th November.
KONIG ALBERT	WEDNESDAY	12th December.
PRINZ HEINRICH	WEDNESDAY	26th December.

ON THURSDAY, the 26th day of July, 1900, at Noon, the Steamship "STUTTGART" of the Norddeutscher Lloyd, Captain Groch, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on Tuesday, the 24th July. Cargo and Specie will be received on Board until 3 P.M. on WEDNESDAY, the 25th July, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 25th July. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
 AGENTS.

Hongkong, 14th July, 1900.

[8]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA, AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG. (

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"VALETTA,"
Captain F. N. Thillard, carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 21st July, 1900, at Noon, taking passengers and cargo for the above ports. Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 9th July, 1900. [1]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU,"
Captain T. Ogata, will be despatched for 4 above ports on SUNDAY, the 22nd inst., at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 16th July, 1900. [15]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHIMONOSEKI.

THE Company's Steamship

"PAKHOL,"
will be despatched as above on MONDAY, the 23rd inst., at Noon, instead of as previously notified.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 17th July, 1900. [1938]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"MENMUIR,"
Captain R. W. Alford, will be despatched as above on MONDAY, the 23rd inst., at 5 p.m.

The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 18th July, 1900. [2006]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"STENTOR,"
Captain Jackson, will be despatched as above on TUESDAY, the 24th July.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th June, 1900. [1758]

CHINA NAVIGATION COMPANY, LIMITED.

FOR CEBU AND ILOILO.

THE Company's Steamship

"KAIFONG,"
Captain Pennefather, will be despatched as above on WEDNESDAY, the 25th instant, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th July, 1900. [1923]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship

"YAWATA MARU,"
(3,800 tons gross, Captain A. E. Moss), will be despatched for the above port on FRIDAY, the 27th instant, at 4 p.m.

This new Mail Steamer is especially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewardess carried.

Return tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to
A. S. MIHARA,
Manager.
Hongkong, 18th July, 1900. [2014]

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA AND THE UNITED STATES.

THE C.P.R. Company's Steamship

"TARTAR," Commander H. Pybus, R.N.R., 4,425 Tons Gross Register, will be despatched on or about Saturday, 11th AUGUST, 1900.

For VICTORIA and VANCOUVER, B.C., VIA MOI, KOBE and YOKOHAMA (and via Coast Ports and Shanghai if sufficient inducement offers).

The Vessel has excellent accommodation for Saloon Passengers.

Through Passage Tickets issued to all points, Coast, Canada and the United States.

Through Bills of Lading issued to Pacific Coast, Canada and the United States.

For information as to rates of Freight and Passage, &c., apply to
D. E. BROWN,
General Agent.
Hongkong, 5th July, 1900. [1911]

VESSELS ON THE BERTH

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(Robt. M. Sloan & Co., Hamburg.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ALBENGA,"
Capt. Petersen, will be despatched for the above port on or about 4th August.

For Freight, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 12th July, 1900. [1617]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLISLE CITY" About 6th Aug.

S.S. "STRATHMORE" About 15th Sept.

THE Steamship "CARLISLE CITY" will be despatched for SHANGHAI, MOI, KOBE, YOKOHAMA, SAN DIEGO and SAN FRANCISCO, on MONDAY, the 6th August.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan. [14]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"
Captain Ellis, will be despatched for the above ports on THURSDAY, the 9th August, at 5 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 9th July, 1900. [1912]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

DORIC (via Shanghai, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Aug. 7 at Noon.

CORTIC (via Shanghai, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Sept. 1 at Noon.

GAELIC (via Shanghai, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Sept. 27 at Noon.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 7th August, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices, to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,
Acting Agent.
Hongkong, 14th July, 1900. [4]

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 30th July, 1900, at 1 p.m., the Company's Steamship "TONKIN," Captain Dupuy Fromy, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via Ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 29th July. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 17th July, 1900. [2]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, July 31, at Noon.

CITY OF RIO DE JANEIRO (via Shanghai, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Aug. 25, at Noon.

CITY OF Peking (via Shanghai, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Sept. 18, at Noon.

THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 31st July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct Lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,
Acting Agent.
Hongkong, 6th July, 1900. [3]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"CALCHAS,"
Captain Bartlett, will be despatched as above on TUESDAY, the 7th August.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 30th June, 1900. [1865]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

(Taking Cargo at LONDON rates.)

THE Company's Steamship

"SARPEDON,"
Captain Grier, will be despatched as above on FRIDAY, the 10th August.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th July, 1900. [1863]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"RHIPPEUS,"
will be despatched as above on TUESDAY, the 21st August.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th July, 1900. [1863]

VESSELS ON THE BERTH

SHEWAN, TOMES & CO'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ACARA,"
will be despatched for the above port on SATURDAY, the 28th instant.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 10th June, 1900. [1949]

NORDEUTSCHER LLOYD.

REGULAR SERVICE FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.

Calling at SAIPAN, PONAPE, FRIEDRICH-WILHELMSHAFEN, FINCHHAFEN, HERBERTS-HÖHE, TOWNSVILLE, ROCKHAMPTON, BRISBANE and SYDNEY.

On WEDNESDAY, the 5th September, 1900, at Noon, THE Steamship

"MÜNCHEN,"
(4,535 Reg. Tonnage),
Captain Krebs, with Mails, Passengers, Specie and Cargo, will leave this Port as above.

The steamer has splendid accommodation and carries a Doctor and Stewardess.

Linens can be washed on board.

For further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 19th July, 1900. [2018]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

GLENSHIE, British bark, Burns, Sander, Wieler & Co.

J. P. HITCHCOCK, Amr. ship, Gates—Siemens & Co.

R. C. RICKMERS, German ship, Otto—Arrahold, Karberg & Co.

HONGKONG STEAMERS.

Alcoa, British str., 7,775, Hansford, July 11, P. M. S. Co.

Bennah, British str., 1,920, Wallace, July 16, Gibb, Livingston & Co.

Changsha, British str., 1,463, Moore, May 29, Butterfield & Swire.

Crown of Arragon, British str., 1,474, Dorward, July 12, Gibb, Livingston & Co.

Eastern, British steamer, 3,600, Ellis, July 11, Gibb, Livingston & Co.

Eva, German steamer, 2,083, Peterson, July 15, Siemens & Co.

Franz Ferdinand, Aust. str., 3,860, Constanzo, July 18, Sander, Wieler & Co.

Goodwin, British str., 2,832, Jackson, June 4, Dodwell & Co., Limited.

Hanoi, French steamer, 749, Pannier, July 5, A. R. Marty.

Hongkong Maru, Jap. str., 3,340, Filmer, July 12, Teo Kien Kaisha.

Kasuga Maru, Jap. str., 2,368, Haswell, July 18, Nippon Yusen Kaisha.

Kongwai, British str., 1,115, Groves, July 16, Butterfield & Swire.

Kong Beng, British str., 862, Joslin, July 18, Butterfield & Swire.

Kamsang, British str., 2,078, Payne, July 18, Jardine, Matheson & Co.

Loongang, British str., 1,090, Weigall, July 17, Jardine, Matheson & Co.

Mario Jensen, Ger. str., 1,700, Hemmet, July 8, Jensen & Co.

Mausang, British str., 1,020, Kynock, July 10, Jardine, Matheson & Co.

Memuir, British str., 1,289, Almond, July 7, Shewan, Tomes & Co.

Nanyang, Ger. str., 983, Lehmann, July 17, Sander, Wieler & Co.

Palang, British str., 1,700, Connell, July 8, Arnold, Karberg & Co.

Petrarch, German str., 1,252, Uecker, July 17, Sander, Wieler & Co.

Quatra, German str., 1,146, Johannsen, July 19, Sander, Wieler & Co.

Rosetta, British str., 2,039, Talbot, July 18, P. O. S. N. Co.

Sado Maru, Jap. str., 3,356, Thompson, July 17, Nippon Yusen Kaisha.

Sandakan, German str., 1,300, Muhle, July 9, Melchers & Co.

Sungking, British str., 1,021, Moore, July 16, Butterfield & Swire.

Tatcheong, German str., 828, Ahrens, July 11, Meyer & Co.

Thales, British steamer, 820, Passmore, July 19, Douglas Laysnik & Co.

Tritos, German str., 1,033, Schalkier, July 12, Dodwell & Co., Limited.

Valetta, British str., 2,247, Tillard, July 19, P. O. S. N. Co.

Yorihime Maru, Jap. str., 1,742, Mimamikawa, July 17, Japanese.

SAILING VESSELS.

Carmanian, British ship, 1,772, Bunn, July 9, Standard Oil Co.

Esmeralda, British sch., 130, Harrison, April 14, Jardine, Matheson & Co.

Glenshie, British bark, 869, Burns, June 20, Sander, Wieler & Co.

Governor Robt., Amr. bark, 1,627, Nicholson, July 4, Standard Oil Co.

J. P. Hitchcock, American ship, 2,100, Gates, July 2, Siemens & Co.

Kwaiso Maru, Jap. schr., 523, Nase, June 19, Master.

R. C. Rickmers, Ger. ship, 1,638, Otto, July 10, Standard Oil Co.

Schoem, Amr. bark, 1,287, Nickles, July 13, Standard Oil Co.

Sierra Estrella, British ship, 1,397, Farmer, July 8, Dodwell & Co., Limited.

POST OFFICE NOTICES.

Parcel Mails for Europe, &c., per s.s. *Valletta*, will close at 3 p.m. to-day.
The *China*, with the American Mail, dated San Francisco 22nd June, left Shanghai on Thursday, the 19th inst., at daylight, and may be expected here to-morrow.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Kobe	Eastern	Friday, 20th, 1.00 P.M.
Manila	Loanang	Friday, 20th, 3.00 P.M.
Manila	Singhai	Friday, 20th, 3.00 P.M.
Saigon	Ningang	Friday, 20th, 4.00 P.M.
Nagasaki, Kobe and Yokohama	Kasuga Maru	Saturday, 21st, 10.00 A.M.
Europe, &c., India via Tutuoria		Saturday, 21st, 10.00 A.M.
(Late Letters 10.55 to 11.30 A.M. Extra Postage 10 cents. Supplementary mail on board up to the time fixed for departure of the Mail. Extra Postage 10 cents.)		
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONGKONG and SAN FRANCISCO		Saturday, 21st, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the Mail. Extra Postage 10 cents.)		
Nagasaki, Kobe and Yokohama		Saturday, 21st, 2.00 P.M.
Kobe and Yokohama		Saturday, 21st, 4.00 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Hongkong and San Francisco		Monday, 23rd, 11.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the Mail. Extra Postage 10 cents.)		
Europe, &c., India via Tutuoria		Monday, 23rd, 11.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)		
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)		Monday, 23rd, 11.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the Mail. Extra Postage 10 cents.)		

TO-MORROW.

Sale, Furniture, Richmond Road, Messrs. Hughes and Hough, 2.30 p.m.
Sale, Sundries, Sales Rooms, Mr. Parl. Brown, 3 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

THURSDAY, 19th July.

ON LONDON.	TELEGRAPHIC TRANSFER	1/11 1/2
Bank Bills, on demand	2/0	
Bank Bills, at 30 days sight	2/0 1/2	
Bank Bills, at 4 months sight	2/0 1/2	
Credits, at 4 months sight	2/0 1/2	
Documentary Bills, 4 months sight	2/0 1/2	
ON PARIS.	Bank Bills, on demand	251
Credits, 4 months sight	255 1/2	
ON GERMANY.	On demand	204 1/2
ON NEW YORK.	Bank Bills, on demand	48 1/2
Credits, 60 days sight	49 1/2	
ON BOMBAY.	Telegraphic Transfer	150
Bank, on demand	150 1/2	
ON CALCUTTA.	Telegraphic Transfer	150
Bank, on demand	150 1/2	
ON SHANGHAI.	Bank, at sight	71
Private, 30 days sight	72	
ON YOKOHAMA.	On demand	21 p.c.m.
ON MANILA.	On demand	21 p.c.m.
ON SINGAPORE.	On demand	4 p.c.m.
ON BATAVIA.	On demand	120
ON HAMBURG.	On demand	3 p.c.m.
ON BANGKOK.	On demand	23 p.c.m.
SOVEREIGNS, Bank's Buying Rate		9.91
GOLD LEAF, 100 fine, per tael		54
BAB SILVER, per oz.		28 1/2

OPIUM.

Quotations are—	Allow 1/2 net to 1 cent.
Malva New	\$890 to \$900 per picul.
Malva Old	\$910 to \$920
Malva Older	\$930 to \$940
P.P. per wrapped	\$870 to —
P.P. per quality	\$910 to —
Persian extra fine	\$850 to —
Patna New	\$820 to — per chest.
Patna Old	\$1,040 to —
Benares New	\$820 to —
Benares Old	\$ — to —

VESSELS EXPECTED.

THE AMERICAN MAIL.
The *China*, with the American Mails, left Shanghai on Thursday, the 19th inst., at daylight, and may be expected here on or about Saturday, the 21st inst.
The *O. & O. steamer Doria*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 30th ult.
The *T. K. K. steamer Nippon Maru*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 10th inst.
THE GERMAN MAIL.
The Imperial German mail steamer *Weymar* carrying the German Mails with dates from Berlin of the 25th June, left Colombo on Saturday, the 14th inst., and may be expected here on or about Wednesday, the 25th inst.
The Imperial German mail steamer *Stuttgart* left Kobe via Nagasaki, Shanghai and Foochow on Sunday, the 15th inst., and may be expected here on or about Wednesday, the 25th inst.
THE CANADIAN MAIL.
The *C. P. R. steamer Empress of China* left Vancouver on Tuesday, the 16th of July, for Hongkong, via usual ports of call.
MERCHANT STEAMERS.
The *C. & O. steamer Caribia City* left Yokohama on the 19th inst., and may be expected here on or about 29th inst.
The *C. P. R. steamer Turtur* left Vancouver on the 12th inst., and is due at Hongkong on the 4th proximo.
The Austrian Lloyd steamer *Agata* left Singapore for this port on Monday, 16th inst.
The *N. P. steamer Afridi*, from Europe and Straits, left Singapore on the 15th inst., and is due here on Saturday, the 21st inst.
The *N. P. steamer Queen Adelaide* left Yokohama for this port on the 14th inst.

YUBARI AND SORACHI COALS.

HOKKAIDO TANKO TETSUDO KAISHA.
(HOKKAIDO COLLIERY AND RAILWAY CO.)

CAPITAL	ANNUAL OUTPUT
YEN 12,000,000	900,000 TONS

PORTS OF EXPORT—OTARU AND MURORAN.

THE celebrated Yubari and Sorachi Coals are widely known as the best and most economical Japanese Coals. The Coals can be obtained at Tokyo, Yokohama, Otaru, Muroran, Shanghai, Hongkong, and other principal ports.

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Telegrams: "TANRO" TOKYO.
HUGHES & HOUGH
Agents for Hongkong.

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Established for nearly FORTY YEARS, circulates largely throughout Southern China, Indo-China, etc.
Terms for Advertising (Translations free) can be obtained at the Office, 8, Praya Central, Hongkong, or from the different Agents.
Documents translated from or into Chinese or Colloquial Chinese.

JOINT STOCK SHARES.

HONGKONG, 18th July.

Stocks	No. of Shares	Issue Price	Paid Up	Last Dividend	Closing Quotations
BANKS.					
Hongkong and Shanghai Banking Corporation	50,000	\$125	\$125	30% div. & 10% bonus for 1/11/99 = \$23.50 at 2nd half year '99	300 p. ct. pr. = \$300 (sellers)
Bank of China & Japan, Ltd.	199,875	25	25	None	25.50
Do. (Preferred)	1,000	41	41	None	27.50
National Bank of China, Ltd.	19,970 A	210	210	28 1/2 p. ct. for 1899	\$27, buyers
Do. (Preferred Shares)	29,955 B	210	210	28 1/2 p. ct. for 1899	\$27, buyers
MARINE INSURANCE.					
Union Ins. Society, Ltd.	10,000	\$250	\$250	35 p. ct. for 1898	\$224, sellers
China Traders Ins. Co., Ltd.	24,000	\$250	\$250	10 p. ct. for 1899 & 30 p. ct. for 1900	\$25
North China Ins. Co., Ltd.	5,000	4100	4100	10 p. ct. for 1899	Tia 103
Yangtze Ins. Assn., Ltd.	8,000	\$200	\$200	20 p. ct. for 1897	\$121, sellers
Cancon Marine & Ind. Co., Ltd.	10,000	\$250	\$250	10 p. ct. for 1898	\$122, sellers
Sinai Insurance Co., Ltd.	30,000	\$100	\$100	10 p. ct. for 1898	\$1, buyers
FIRE INSURANCE.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$250	\$27 for 1898	\$225, sales & sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$100	\$30 for 1898	\$70, sellers
SHIPPING.					
Hongkong, Canton and Shanghai S.S. Co., Ltd.	80,000	\$15	\$15	\$1.20 for half year ended 31-12-99	\$80, sellers
Indo-China S.S. Co., Ltd.	40,000	410	410	20 p. ct. for 1899	\$71, sellers
China & Manila S.S. Co., Ltd.	10,000	350	350	20 p. ct. for 1899	\$65, old sellers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 p. ct. for year ending 30-9-99	\$43, sellers
China Mutual S. N. Co., Ltd.	20,000	410	410	10 p. ct. for 1899	\$11, buyers
Shanghai, Canton and Hongkong S.S. Co., Ltd.	40,000	410	410	10 p. ct. for 1899	\$45, buyers
Star Ferry Co., Limited	10,000	\$10	\$10	10 p. ct. for 1899	\$18
Shanghai Transport & Trading Co., Limited	18,000	\$100	\$100	10 p. ct. for 1899	\$230, sellers
REFINERIES.					
China Sugar Refining Co., Ltd.	20,000	\$100	\$100	Final of \$5 = \$7 for 1899	\$114, sellers
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	10 p. ct. for 1899	\$89
MINE.					
Punjab Mining Co., Ltd.	60,000	\$8	\$8	None	\$44, sellers
Do. (Preferred)	30,000	\$1	\$1	None	\$120
Southern China Mining Co., Ltd.	10,000	\$250	\$250	None	\$280, sellers
Queens Mines, Limited	400,000	25 cts.	25 cts.	None	15 cents, sales & sellers
Gold Mining and Refining Co., Ltd.	45,000	\$5	\$5	10 p. ct. for 1899	\$11
Imperial Mining Co., Ltd.	200,000	\$1	\$1	10 p. ct. for 1899	\$60, sellers
Oliver's Freehold Mines, Limited	15,000	\$5	\$5	None	\$3, sales
Great Eastern and Chinese Mining Co., Ltd.	140,000	\$4	\$4	First year	\$24, buyers
Do. (Preferred)	70,000	\$1	\$1	None	20 cents, sellers
DOCKS, WHARVES, &c.					
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125	30 p. ct. for 1899	\$16 p. ct. pr. = \$76.75 (sellers)
Hongkong and Kowloon Dock Co., Ltd.	20,000	\$50	\$50	10 p. ct. for 1899	\$94, buyers, cum new
New Amoy Dock Co., Ltd.	6,000	\$60	\$60	10 p. ct. for 1899	\$21, sellers
LANDS, HOTELS, & BUILDINGS.					
Kowloon Land Invest. Co., Ltd.	50,000	\$100	\$100	Final of \$3 = \$0 for 1899	\$101, sellers
West Point Building Co., Ltd.	6,000	\$50	\$50	10 p. ct. for 1899	\$26, sellers
Hongkong Hotel Co., Ltd.	12,500	\$50	\$50	10 p. ct. for 1899	\$471
Hongkong Hotel Co., Ltd.	12,500	\$50	\$50	10 p. ct. for 1899	\$123, sellers
Humphreys Est. & Fin. Co.	35,000	\$10	\$10	5 p. ct. for 1899	\$10, sellers
COTTON MILLS.					
Ewo Cotton, Spinning and Weaving Co., Ltd.	17,500	Ts100	Ts100	3 p. ct. for period ending 31-12-97	Ts 50, sellers
Internat. Cot. Mfg. Co., Ltd.	10,000	Ts100	Ts100	3 p. ct. for period ending 31-12-97	Ts 50
Loan-lung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Ts100	Ts100	3 p. ct. for period ending 31-12-97	Ts 50
Soy Chee Cotton Spinning Co., Ltd.	2,000	Ts100	Ts100	3 p. ct. for period ending 31-12-97	Ts 375
Yankee Cotton Spinning Co., Ltd.	7,500	Ts100	Ts100	3 p. ct. for period ending 31-12-97	Ts 40
Hongkong Cotton Spinning & Weaving Co., Ltd.	12,000	\$100	\$100	None	\$36, sellers
MISCELLANEOUS.					
Green Island Water Co., Ltd.	50,000	\$10	\$10	10 p. ct. for 1899	\$20, sellers
China Borneo Co., Ltd.	7,000	\$20	\$20	Final of 6 p. ct. for 1899	\$15, sellers
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	10 p. ct. for 1899	\$11 ex div.
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	70 cents per share	\$12.10
Hongkong and China Gas Co., Ltd.	7,000	210	210	9 p. ct. for 1899	\$118
Hongkong Ice & Cold Storage Co., Ltd.	10,000	\$50	\$50	10 p. ct. for 1898	\$170
China Cold Storage Co., Ltd.	6,000	\$25	\$25	15 p. ct. for 1899	\$48
Hongkong Ice Co., Ltd.	5,000	\$25	\$25	Final of \$10 = \$12 for 99	\$105, sellers
Hongkong High-Level Tramways Co., Ltd.	1,250	\$100	\$100	10 p. ct. for year ended 31-12-97	\$17, buyers
Dairy Farm Co., Ltd.	10,000	\$75	\$75	10 p. ct. for year ended 31-12-97	\$84, buyers
Camellian & Co., Ltd.	2,000	\$25	\$25	10 p. ct. for 1899	\$89, sales
Sh. & China Bakery Co., Ltd.	600	\$50	\$50	12 p. ct. for 1899	\$24, buyers
Campbell, Moore & Co., Ltd.	1,000	\$10	\$10	None	\$17, sellers
Bel's Abasco & Co., Ltd.	10,000	\$10	\$10	None	\$91, buyers
United Abasco Co., Ltd.	10,000	\$10	\$10	None	\$11, buyers
Agency, Limited	10,000	\$10	\$10	None	\$5, sellers
Terban Planting Co., Ltd.	10,000	\$5	\$5	None	\$8.80
China Provident Loan Co., Ltd.	50,000	\$20	\$20	80 cents for period ending 31-12-97	\$60, sellers
Mortgage Co., Ltd.	50,000	\$20	\$20	10 p. ct. for 1899	\$10
Watkins, Limited	1,000	\$10	\$10	None	\$5, buyers
The Universal Trading Co.	50,000	\$20	\$20	None	J. Y. V. VERNON, BROKER.

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 19th JULY, 1900.

STATION	Hour	Barometer	Thermometer	Humidity	Wind	Weather
Vladivostok	2 p.	29.63	63	—	—	—
Tokyo	—	29.63	63	—	—	—
Kobe	—	29.63	63	—	—	—
Nagasaki	—	29.63	63	—	—	—
Kagoshima	—	29.63	63	—	—	—
Taipei	—	29.63	63	—	—	—
Tientsin	—	29.63	63	—	—	—
Kobe	—	29.63	63	—	—	—
Pescadore	—	29.63	63	—	—	—
Shanghai	—	29.63	63	—	—	—
Amoy	—	29.63	63	—	—	—
Singapore	—	29.63	63	—	—	—
Canton	—	29.63	63	—	—	—
Hongkong	—	29.63	63	—	—	—
Victoria Peak	—	29.63	63	—	—	—
Gap Peak	—	29.63	63	—	—	—
Manila	—	29.63	63	—	—	—
Malate	—	29.63	63	—	—	—
Bacolod	—	29.63	63	—	—	—
Iloilo	—	29.63	63	—	—	—
Cebu	—	29.63	63	—	—	—
C. S. James	—	29.63	63	—	—	—

10th JULY, A.M.

On the 10th at 11.45 a.m. the barometer has risen on the China coast and the Philippines. Fresh breeze (light to the Pacific to the S. of the Philippines, and low in the sea of Japan. Galeses slight for 3 or 4 days. Winds on the China coast. Forecast—light or moderate S.W. wind, showery.

HONGKONG REGISTER.

Barometer	Thermometer	Humidity	Wind	Weather
29.63	63	—	—	—
29.63	63	—	—	—
29.63	63	—	—	—
29.63	63	—	—	—
29.63	63	—	—	—
29.63	63	—	—	—
29.63	63	—	—	—
29.63	63	—	—	—
29.63	63	—	—	—
29.63	63	—	—	—

HONGKONG TIDE TABLE.

20th to 26th July, 1900.

Hour	Waters	Low Waters
10	10.10	10.10
11	11.10	11.10
12	12.10	12.10
13	13.10	13.10
14	14.10	14.10
15	15.10	15.10
16	16.10	16.10
17	17.10	17.10
18	18.10	18.10
19	19.10	19.10
20	20.10	20.10
21	21.10	21.10
22	22.10	22.10
23	23.10	23.10
24	24.10	24.10
25	25.10	25.10
26	26.10	26.10

TO LET.

A T. PEAK, close to summit, delightfully cool and healthy.

TO BE LET, FURNISHED. Immediate possession can be had.

For Particulars, apply to—

R. C. WILCOX, 8, Beaconsfield Arcade, Hongkong, 15th June, 1900. T757

TO LET.

A FURNISHED HOUSE at MORRISON HILL, with immediate possession.

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H. J. GEDGE, 12, Queen's Road Central, Hongkong, 26th June, 1900. T891

TO LET.

NO. 2 WEST END TERRACE. Apply to—

WANG HING, 71, Queen's Road Central, Hongkong, 17th July,